

The undersigned immediately ceased their field operations under the impression that it was unnecessary and an useless expense to the Maryland canal company longer to continue them. They felt full confidence that the opinions they had expressed would be fully sustained by the engineer selected by those who thought those opinions erroneous. If, however, it should be otherwise, it must be in consequence of a difference in reasoning from facts common to all; so that in either view it was deemed inadvisable to carry through to completion the plan that had been commenced of subjecting the whole of Parr's ridge to the same minuteness of survey that has been given to the ground so far as it had been examined, at the time the engineer of the city of Baltimore entered upon his duties.

With these preliminary remarks, the undersigned will proceed to enlarge on the views presented in their report of the 26th of July, even at the risk of introducing many dry details and much tedious but unavoidable repetition.

The law of the legislature under which they are acting asks, "*whether and at what expense with due supply of water a canal be practicable from the Chesapeake and Ohio canal to the city of Baltimore.*"

In the sense here used does *practicability* mean *possibility*? They say not. A canal can be made from the Ohio river over the Alleghany mountain to the Potomac at Georgetown, *and the whole can be fed from the water of the Ohio.* This they say is in the range of *possibility* but not of *practicability*.

Again—Suppose steam power and inclined planes unknown, and an engineer to be called upon to say *whether and at what expense for the use of horse power a rail road be practicable along a certain designated route.*

If upon examination the engineer should be convinced that a rail road could be constructed, but with such grades that *horse power* upon it would effect less than on the common road, of about the same length, between the same points, along a different route, would not the engineer, when aware that the sole end designed to be accomplished was economy of transportation, be justified in pronouncing that it was *impracticable* to construct a rail road for the use of *horse power* along the route designated? So in the ordinary business of life, if a house builder